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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.
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09/391,782 09/08/99 OWEN

G 99CR108/KE

EXAMINER

PM82/1212

ROCKWELL COLLINS INC
ATTENTION: KYLE EPPELE
400 COLLINS RD NE
CEDAR RAPIDS IA 52498

MANCHO, R

ART UNIT

PAPER NUMBER

3661

DATE MAILED:

12/12/00

Please find below and/or attached an Office communication concerning this application or proceeding.

Commissioner of Patents and Trademarks



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Office Action Summary

Application No.
09/391,782

Applicant(s)
Owen G.L et al

Examiner
Ronnie Mancho

Group Art Unit
3661



☒ Responsive to communication(s) filed on Sep 8, 1999

☐ This action is **FINAL**.

☐ Since this application is in condition for allowance except for formal matters, **prosecution as to the merits is closed** in accordance with the practice under *Ex parte Quayle*, 35 C.D. 11; 453 O.G. 213.

A shortened statutory period for response to this action is set to expire 3 month(s), or thirty days, whichever is longer, from the mailing date of this communication. Failure to respond within the period for response will cause the application to become abandoned. (35 U.S.C. § 133). Extensions of time may be obtained under the provisions of 37 CFR 1.136(a).

Disposition of Claim

☒ Claim(s) 1-20 is/are pending in the application

Of the above, claim(s) _____ is/are withdrawn from consideration

☐ Claim(s) _____ is/are allowed.

☒ Claim(s) 1-20 is/are rejected.

☐ Claim(s) _____ is/are objected to.

☐ Claims _____ are subject to restriction or election requirement.

Application Papers

☐ See the attached Notice of Draftsperson's Patent Drawing Review, PTO-948.

☐ The drawing(s) filed on _____ is/are objected to by the Examiner.

☐ The proposed drawing correction, filed on _____ is ☐ approved ☐ disapproved.

☐ The specification is objected to by the Examiner.

☐ The oath or declaration is objected to by the Examiner.

Priority under 35 U.S.C. § 119

☐ Acknowledgement is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d).

☐ All ☐ Some* ☒ None of the CERTIFIED copies of the priority documents have been

☐ received.

☐ received in Application No. (Series Code/Serial Number) _____.

☐ received in this national stage application from the International Bureau (PCT Rule 17.2(a)).

*Certified copies not received: _____

☐ Acknowledgement is made of a claim for domestic priority under 35 U.S.C. § 119(e).

Attachment(s)

☒ Notice of References Cited, PTO-892

☒ Information Disclosure Statement(s), PTO-1449, Paper No(s). 2

☐ Interview Summary, PTO-413

☐ Notice of Draftsperson's Patent Drawing Review, PTO-948

☐ Notice of Informal Patent Application, PTO-152

— SEE OFFICE ACTION ON THE FOLLOWING PAGES —

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DETAILED ACTION

Claim Rejections - 35 USC § 102

1. The following is a quotation of the appropriate paragraphs of 35 U.S.C. 102 that form the basis for the rejections under this section made in this Office action:

A person shall be entitled to a patent unless --

(e) the invention was described in a patent granted on an application for patent by another filed in the United States before the invention thereof by the applicant for patent, or on an international application by another who has fulfilled the requirements of paragraphs (1), (2), and (4) of section 371© of this title before the invention thereof by the applicant for patent.

2. Claims 1- 20 are rejected under 35 U.S.C. 102(e) as being anticipated by Briffe et al (6038498).

Regarding claim 1, Briffe et al disclose an avionics FMS comprising:

a source of FMS route data (MAU 65d, fig. 2; col. 5, line 40);

a display (16, 18, 20, 22, fig. 2) coupled to said source of FMS route data MAU 65d for visually presenting said FMS route data; and,

a configurable route window (figs. 9, 15, 16, 22; col. 11, lines 1-37) presented on said display (16, 18, 20, 22, fig. 2).

Regarding claim 2, Briffe et al disclose the avionics display of claim 1 wherein said display presents an adaptive graphical map segment (col. 11, line 1).

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Regarding claim 3, Briffe et al disclose the avionics display of claim 2 wherein said configurable route window includes a vertical route window expansion/contraction button (see trackballs 44, etc controlling cursor, col. 11, lines 12-15).

Regarding claim 4, Briffe et al disclose the avionics display of claim 3 wherein said vertical route window expansion/contraction button (see trackballs 44, etc) is a vertical route window expansion/contraction variable direction indicating button (also see "menu driven system" col. 11, line 3; see also col. 12, lines 1-35).

Regarding claim 5, Briffe et al disclose the avionics display of claim 4 wherein said vertical route window expansion/contraction variable direction indicating button (see trackballs 44, etc) is a vertical route window expansion/contraction variable direction double chevron button.

Regarding claim 6, Briffe et al disclose the avionics display of claim 3 wherein said configurable route window includes a horizontal route window expansion/contraction button (see trackballs 44, etc).

Regarding claim 7, Briffe et al disclose the avionics display of claim 2 wherein said adaptive graphical map segment (col. 11, line 1) adapts to a sized characteristic (col. 12, lines 30+, figs 9&10) of said configurable route window (figs. 9 etc).

Regarding claim 8, Briffe et al disclose the avionics display of claim 7 wherein said configurable route window (figs. 9, 15, 16, 22; col. 11, lines 1-37) includes a plurality of display format parameter control buttons (see for e.g. RNG, menu of fig. 9; HDG, A/C, TO, etc fig. 15).

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Regarding claim 9, Briffe et al disclose the avionics display of claim 8 wherein said plurality of display format parameter control buttons provide for pilot selectable content to be displayed in said configurable route window.

Regarding claim 10, Briffe et al disclose the avionics display of claim 1 wherein said configurable route window has a configurable size characteristic (col. 11, lines 3-11).

Regarding claim 11, Briffe et al disclose the avionics display of claim 1 wherein said configurable route window has a configurable content characteristic.

Regarding claim 12, Briffe et al disclose the avionics display of claim 10 wherein said configurable route window has a configurable content characteristic.

Regarding claim 13, Briffe et al disclose the apparatus of claim 9 wherein each of said plurality of display format parameter control buttons, includes a plurality of selectable regions thereon (see the figures; col. 11, lines 20+) which are independently capable of being highlighted to indicate a selection status.

Regarding claim 14, Briffe et al disclose an avionics display comprising:

means (16, 18, 20, 22, fig. 2) for presenting a configurable window (122, fig. 9) of route information relating (figs 5, 9, 10, etc) to a predetermined route of an aircraft;

means (16, 18, 20, 22, fig. 2) for graphically presenting a map (see map fig. 9) relating to information relating to said predetermined route of said aircraft; and

wherein said window (122, fig. 9) is simultaneously presented with said map (see map fig.

9)

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Regarding claim 15, Briffe et al disclose the avionics display of claim 14 wherein said means (16, 18, 20, 22, fig. 2) for presenting a configurable window (122, fig. 9) includes a first means (cursor, col. 11, lines 12-30) for size adjustment of said configurable window (122, fig. 9).

Regarding claim 16, Briffe et al disclose the avionics display of claim 15 wherein said means (16, 18, 20, 22, fig. 2) for presenting a configurable window (122, fig. 9) includes a second means (trackballs 44, switches etc 48, 50, 52; col. 11, lines 12-30) for size adjustment of said configurable window (122, fig. 9).

Regarding claim 17, Briffe et al disclose the avionics display of claim 14 wherein said means (16, 18, 20, 22, fig. 2) for presenting a configurable window (122, fig. 9) includes a means (cursor, col. 11, lines 12-30) for altering a content characteristic of said configurable window (122, fig. 9).

Regarding claim 18, Briffe et al disclose a method of adjusting a display of FMS information to a pilot comprising the steps of:

providing a display (see fig. 9) of FMS information in a tabular textual format (see 122, fig. 9) in a section (122, fig. 9) of an avionics display (fig. 9);

positioning a cursor (cursor, col. 11, lines 12-30) over a predetermined position in said section (122, fig. 9) and providing a selection input signal (clicking the cursor) having a characteristic associated with said predetermined position (col. 11, lines 12-30); and

adjusting a characteristic (clicking on INIT for example in fig. 9; col. 12, lines 30+) of said section (122, fig. 9) in response to said selection input signal.

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Regarding claim 19, Briffe et al disclose the method of claim 18 wherein said step of adjusting a characteristic includes changing a size (encompasses entire screen, col. 12, line 31) characteristic of said section.

Regarding claim 20, Briffe et al disclose the method of claim 18 wherein said step of adjusting a characteristic includes changing (clicking on INIT for example in fig. 9) an information content characteristic of said section (122, fig. 9).

Conclusion

3. The prior art made of record and not relied upon is considered pertinent to applicant's disclosure. Watts (5343395), Pilley et al (6006158), Chari (6151023), Nixon et al (5801942), Pruett et al (6154790), Hayes et al (6112140), Gordon et al (6128553) all disclose a display of system information.


Communication

4. Any inquiry concerning this communication or earlier communications from the examiner should be directed to Examiner Ronnie Mancho, Phone # 703 305-6318. If attempts to reach the examiner by phone are unsuccessful, the examiner's supervisor, William Cuchlinski could be reached at 703-308-3873.

Any inquiry of a general nature or relating to the status of this application or proceeding should be forwarded to the Group receptionist at 703-308-1113.

Ronnie M. Mancho

December 5, 2000


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